

## PLANNING DISTRICT 11 FUTURE LAND USE MAP AMENDMENT REQUESTS

### Preliminary Staff Report

Request number: PD-11-01

Applicant: Board of Commissioners of the Port of New Orleans

Council District: E

Request: *Change of Future Land Use Map Designation from Planned Development Area to Industrial*

Location: The petitioned site is a large un-subdivided property in the Third Municipal District. The subject site is bounded by the Intracoastal Waterway, Interstate 510 (Paris Road) and Almonaster Boulevard.

FLUM Map:

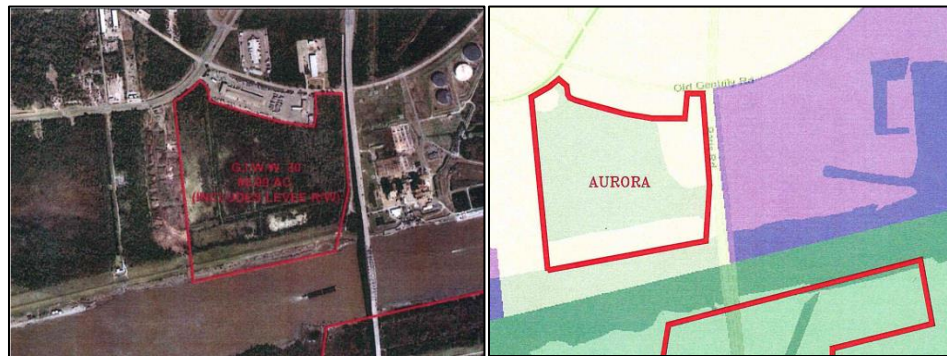


Image 1 and 2: The “Aurora” subject site.

Current Zoning: General Planned Development District

Current Land Use: Vacant Land

Purpose: The request would align with other land uses along the Intracoastal Waterway and allow for future industrial development.

Staff Analysis: *Site Description & Land Use:* Identified by the Port of New Orleans as “Aurora,” the subject site is approximately 89 acres in size. Aurora is bounded by the Intercoastal Waterway, Interstate 510 (Paris Road) and Almonaster Avenue.

*Surrounding Land Use Trends:* The area adjacent to the subject site is a truck stop on Old Gentilly Road, a power plant across from Interstate 510 and maritime industrial uses to the west along the Intracoastal Waterway. The remainder of the surrounding area is significantly underdeveloped. The existing and historic land use pattern in this portion of New Orleans East

are predominantly natural area and industrial. Sanborn Maps suggest that there has been no history of industrial use on the subject site.



Image 3: The “Aurora” subject site.

*Surrounding FLUM Designations:* The site is surrounded by undeveloped Industrial, PDA Planned Development Area, and Natural Area FLUM designations.

*Impacts:* The proposal to change the Future Land Use designation from Planned Development Area to Industrial would impact the ability of the city and the community to review and provide input on proposed development. It may also impact the ability of the subject site to sustain important environmental and hurricane storm surge protection functions.

The City of New Orleans, with input from community members, elected officials, and industry experts, developed the *Resilient New Orleans* strategic plan, a plan of action geared towards shaping a more resilient future for New Orleans. This resilience plan, coupled with the *Urban Water Plan*, describe a “multiple lines of defense” strategy to protect New Orleans from future natural disasters. This stems from the idea that, in order to adequately safeguard New Orleans from a hurricane storm-surge, several layers of protection are required. These layers of protection, or lines of defense, include not only structural protection such as levees and floodwalls, but also non-structural elements such as green infrastructure and flood management areas. Large undeveloped areas, such as the subject site, have the ability to provide a buffer between the origins of a storm surge and the developed areas.

The subject site is currently designated as a Planned Development Area. The intention of a Planned Development Area is as follows:

**GOAL:** Allow for the potential development of large underutilized or underdeveloped parcels that are completely within the external levee protection system and only in areas that do not contain sensitive wetland environments.

**RANGE OF USES:** Single-family, two-family and multifamily residential, recreational, commercial or industrial uses dependent on

formal planning process. Cluster development that preserves open space is preferred.

**DEVELOPMENT CHARACTER:**

The type and scale of new development would be determined through a multitiered planned development process that would require community input and city approval. Largescale, coordinated development with appropriate transitions to surrounding uses and neighborhoods is preferred.

Given the proximity of the subject site to Lake Borgne, the Golden Triangle (the triangular area of marsh separating Lake Borgne, intracoastal waterway and the Mississippi River Gulf Outlet), the Intracoastal Waterway, and the Mississippi Gulf River Outlet, the goals, range of uses, and development character of the Planned Development Area designation are appropriate. This designation allows for development and utilization of the subject site, allowing for limited industrial uses, while requiring a formal planning process with community input. This designation would also ensure appropriate transitions from any proposed development to the surrounding land uses, while promoting open space and environmental protection.

The requirement for any proposed development in the PDA Planned Development Area to undergo a formal planning process with input from the community provides a necessary level of review and an opportunity to address important environmental concerns. Even if the Port of New Orleans is a leader in sustainable practices, this review process and the express preference that development preserves open space would have the net effect of allowing development without increasing the vulnerability of the City's flood protection system.

**Recommendation: Denial** of the FLUM Designation Change to **Industrial**.

Reason for Recommendation:

1. There has been no history of industrial use on the subject site.
2. Industrial development of the entire subject area would be detrimental to the City's storm-surge protection.

Request number: PD-11-02

Applicant: Board of Commissioners of the Port of New Orleans

Council District: E

Request: *Change of Future Land Use Map Designation from Natural Area to Industrial*

Location: The petitioned site are multiple lots located on an unknown square, Lots Y, 2, 3, and 4 in the Third Municipal District. The subject site is bounded by the Gulf Intercoastal Waterway, Old Paris Road right-of way and the Mississippi Gulf River Outlet.

FLUM Map:

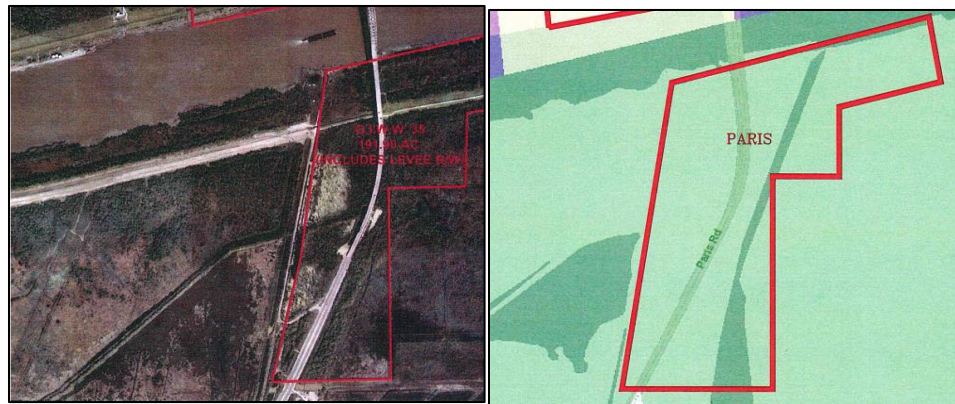


Image 1 and 2: The “Paris” subject site.

Current Zoning: Natural Area District

Current Land Use: Vacant Land

Purpose: The request would align with the land uses along the Intracoastal Waterway and allow for future industrial development.

Staff Analysis: *Site Description & Land Use:* Identified by the Port of New Orleans as “Paris,” the subject site is an approximately 192 acres bounded by the Gulf Intercoastal Waterway, Old Paris Road right-of way and the Mississippi Gulf River Outlet.

*Surrounding Land Use Trends:* The surrounding area is all natural lands and waterways. There are no industrial uses that would be compatible with the requested FLUM change. On Paris Road, the only land use within the vicinity is a bait shop and a water sports/recreation facility. The remainder of the surrounding area is in a natural state. The existing and historic land

use pattern in this portion of New Orleans East is predominantly natural area. There has been no history of industrial use on the subject site.

*Surrounding FLUM Designations:* The site is surrounded by undeveloped Natural Area FLUM designations. In the vicinity, all of the undeveloped areas south of the Gulf Intercoastal Waterway are designated Natural Area. Fulfilling the requested FLUM designation of Industrial of the subject site would not align with the existing zoning of a Natural Area.



Image 3: The southern portion of the “Paris” subject site.

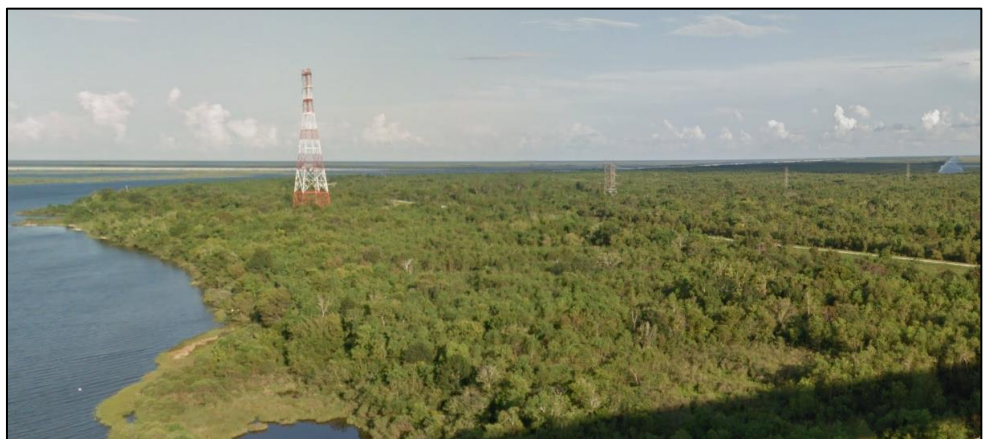


Image 4: The eastern portion of the “Paris” subject site.

*Impacts:* The proposal to change the Future Land Use designation from Natural Area to Industrial would impact the ability of the subject site to perform necessary and important stormwater management, habitat, and hurricane storm surge protection functions.

The City of New Orleans, with input from community members, elected officials, and industry experts, developed the *Resilient New Orleans* strategic plan, a plan of action geared towards shaping a more resilient future for New Orleans. This resilience plan, coupled with the *Urban Water Plan*, describe a “multiple lines of defense” strategy to protect New Orleans from future natural disasters. This stems from the idea that, in order to adequately safeguard New Orleans from a hurricane storm-surge, several layers of protection are required. These layers of protection, or lines of

defense, include not only structural protection such as levees and floodwalls, but also non-structural elements such as green infrastructure and flood management areas. Large natural areas, such as the subject site, have the ability to provide a buffer between the origins of a storm surge and the developed areas, such as New Orleans East and the Lower Ninth Ward, that require protection. The subject site is well positioned to provide this buffer, as it is situated near the intersection of the City of New Orleans and many of the pathways for water to enter the, such as Lake Borgne, the Golden Triangle, the Intracoastal Waterway, and the Mississippi Gulf River Outlet.

A change from the existing FLUM designation of NA Natural Area to Industrial would have the net effect of increasing the vulnerability of the City's flood protection system. Even if the Port of New Orleans followed the Green Marine program and is a leader in sustainable practices, the mere conversion of land from undeveloped to industrial would impact not only the immediate vicinity, but also the ability of the area to provide one of the lines of defense that the City has identified as a necessary component of a more resilient New Orleans.

**Recommendation:**     **Denial** of the FLUM Designation Change to **Industrial**.

**Reason for Recommendation:**

1. There has been no history of industrial use on the subject site.
2. Industrial development of the subject area would be detrimental to the City's storm-surge protection.